

LATEST NEWS FROM ONE

Several Accidents and Two Deaths Recently.

FIRST MATE LANE'S NARROW ESCAPE.

Mr. and Mrs. Le Blond Narrowly Escape Death on the Volcano Road—The Robert Lewers Arrives With a Cargo, Shipping and Other Notes.

Hilo, (Hawaii), August 20th.—A number of casualties have happened in and near Hilo during the past week.

Sunday last Mr. and Mrs. Le Blond were making a trip to their coffee plantation at Oia. When at about the ten mile post the horse took fright at a mongoose running across the road, shied, tumbling the occupants of the brake, and himself into a six-foot hole that was within two feet of the main road. Mr. Le Blond was thrown against the horse's hoofs. Besides a few scratches and some bad bruises both Mr. and Mrs. Le Blond escaped without serious injury. The brake, a new one, was so badly broken that it will not pay to repair it. It is hard to understand how a horse, brake and two persons could be thrown into such a hole and have no bones broken. It is also to be wondered at, why such accidents are not more frequent and attended with more serious results. From three miles to twenty on both sides of the road these death traps are to be found. Some of them are more dangerous than the rest, having a veil of grass and light shrubs hiding them.

A contract Japanese with the Hilo Sugar Company, on Tuesday last tried to end his life with the aid of a grass knife, ripping up his abdomen in a frightful manner. Not succeeding in his first attempt he secured a rope around his neck, got on a box and fastening the other end to a rafter, kicked the box from under him and died from strangulation. Drinking sake and gambling with his fellow laborers are given as the reasons for his rash act.

At Honolulu, some laborers were in the water waiting to take lumber that was being rafted in from the schooner Robert Lewers, when a Portuguese twenty-three years old, in a spirit of fool-hardiness went out into the breakers, lost his strength and cried for help. One of the laborers, Kemaka by name, went to his assistance, the boy was so terrified that he clutched the native and both went under the water. The native got free and swam out to sea, where a boat with lumber was coming in to the landing. Fifteen minutes later the body of the Portuguese was washed ashore. Manuel Semiz was the boy's name.

First mate Lane of the steamer Hawaii had a narrow escape from death, Saturday, the 13th inst. The steamer was at Honouliuli, trying to land two mill rollers. Some lumber weighing about three tons was being lowered into the water, when the gaff broke. Mr. Lane hearing the noise instinctively stepped back throwing up his hands when the broken piece of the gaff fell to the deck with a crash striking him a slanting blow as it fell. Dr. Williams who examined the arm pronounced no bones broken.

The auction of the C. Akama building and leasehold interest brought a good price Monday, the 13th inst.

Rev. E. P. Baker's household furniture is to be sold at the hammer on the 21st inst.

A pleasant day's outing was the picnic given by Mr. and Mrs. John A. Scott to their guests, Mr. and Mrs. W. G. Irwin, on the 17th inst., at Coconut Island.

Mr. and Mrs. Luther Severance threw open their hospitable doors on Saturday evening, the 18th inst., and entertained a number of Hilo townspeople.

The following programme was warmly applauded and generously responded to:

Vocal Solo—Mr. F. M. Wakefield.
Vocal Solo—Mrs. H. C. Austin.
Mandolin Solo—Prof. Adelstein.
Trio—Mandolin, violin and piano—Prof. Adelstein, Dr. Williams and F. M. Wakefield.

W. D. Howell's farce, "The Masterpiece of Diplomacy," closed the programme. The following was the cast of characters:

Mr. Roberts.....Mr. E. D. Richards
Mrs. Roberts.....Mrs. E. D. Baldwin
Mr. Campbell.....Mr. F. M. Wakefield
Mrs. Campbell.....Mrs. F. M. Wakefield
Dr. Lawton.....Mr. H. C. Austin
Bobbie Roberts.....Miss Edna Gann

The different characters were well sustained, and the participants deserve much credit for the pleasure they afforded.

SHIPPING NEWS.

The four-masted schooner Robert Lewers arrived in Hilo Saturday afternoon, the 11th inst., seventeen days from Port Gamble, with lumber consigned to the Onomea Sugar Co., Hilo, and Lewers & Cooke, Honolulu.

The bark Annie Johnson sailed from here Saturday, the 18th inst., with 8500 bags of sugar from the Waialea Mill Co.; 3208 bags from the Hakala Mill Co.; 15,888 bags from the Hilo Sugar Co., aggregating in weight about 510 tons. The passengers were: Mr. and Mrs. E. P. Baker and servant, Mrs. A. B. Loebenstein and two children, Mr. R. A. Williams, Mr. H. G. Jenkins and C. H. Luther.

Captain Goodman of the Lewers has his wife and three children with him this trip.

Owing to the rough weather the Kinau has only been able to take some three hundred bags of sugar from Paipaiou this week.

The steamer Hawaii was forced to abandon work Saturday, owing to rough weather at Honouliuli.

The schooner Robert Lewers brought for the Onomea Sugar Co.: 106,561 ft.

N. W., 10 spars, 2000 R. W. posts, 400 poles shingles.

The Kinau did not stop at Laupahoehoe on her up trip, much to the relief of her passengers. This is a step in the right direction; let it always be thus.

ANOTHER CATASTROPHE.

What Followed the Terrible Explosion at Santander.

It will be remembered that on the 3d of last November the fine steamship Cabo Machichaco, lying at one of the central wharves of Santander, took fire, and, at 4 o'clock in the afternoon, exploded, killing some six hundred persons, wounding a thousand, wrecking scores of houses, besides those of the four or five blocks that were burned to the ground.

Among the houses, the interiors of which were left in almost complete ruin, was that of the American Board's mission, in which was the chapel and school-rooms, and the residences of the pastor and school-teacher. It had been recently bought and remodeled at a cost of some \$6000, and in the month of August it had been "dedicated."

As soon as possible after the catastrophe, I commenced the reconstruction of the house—as hundreds of other proprietors in the city did of their houses that were in the same plight. On the 20th of this month, of March, our work was done; the masons and carpenters, the white-washers and the painters had left the premises, their accounts had been paid, amounting to several hundreds of dollars, and we were ready for a new dedication of the building, when, at 9 o'clock in the night of the 22d of this month, the city was shaken to its foundations by another explosion, which, on the instant, everybody knew must be that of the ill-fated Cabo Machichaco.

For the moment all were happy at the thought that this time not much damage was done, as though the glass in the windows was scattered in showers, the doors and partitions were not injured, but as the citizens ran to the docks, their joy was turned to horror and indignation as they learned that three brave "divers" that were ten feet under the water and in the hull of the wreck, had lost their lives in the explosion.

It is a bad and a sad story. During the two weeks after the first explosion some six hundred packages of unexploded dynamite were safely taken from the wreck by the divers, and ever since then they had been removing the remnants of freight and wreckage preparatory to either floating the hull or of breaking it up by explosions, so that it could be removed from the place at the wharf that it was encumbering.

Large quantities of nitro-glycerine were found in the corners and crevices of the wreck, and it was known that it might be exploded accidentally at any moment; but, as time went on and nothing occurred, the engineers, the workers on the wreck and the community at large to some degree lost the sense of danger, and the work continued, not attracting a great deal of attention nor inspiring much fear. So truly was this so that that very afternoon hundreds of strollers, enjoying the pleasant weather, had loitered near the wreck, watching the work that was there in progress. Had the explosion taken place then, there probably would have been a hundred victims instead of the ten or fifteen at nine o'clock at night.

But the "experts," consulted by the Government as to how best to remove the wreck, were anxious. Meeting after meeting was held, but no decision was arrived at. At one time it was almost decided to produce an explosion, under proper safe-guards, but that plan was suspended, and at the last moment they were trying to dissolve the nitro-glycerine by injecting into the depths of the hull hot water and steam, and then to pump it up, and that work was going on by day and by night.

It now transpired that the divers in the employ of the company owning the steamer had refused weeks ago to work longer on the wreck, on account of the danger arising from the nitro-glycerine that had filtered through all the lower spaces of the hull. The divers who then carried on the work were three in the regular employ of the port, and they may well go down in history as true heroes. It is now said by their friends that they well knew the danger, and that they were working with their lives in their hands, impelled to it only by the sense of duty. One of them, as if in presentiment of his fate, that evening tenderly bade good-bye to each one of his family as he left them for his work. Two hours later parts of his mangled body were gathered up from the dock.

Not only the city of Santander but the whole country, we may say, is up in arms against the management of the work; the feeling is widespread that there has been lack of intelligence and of care in its prosecution.

It is said that the afternoon before the explosion the directing engineer of the factory in Bilbao that made the dynamite that was on board of the Machichaco, in a diver's dress, was over an hour under the water inspecting the wreck, and that he reported that there was no danger from what there might be of nitro-glycerine. In less than five hours from that time ten or fifteen men had been blown to pieces by the explosion!

It would seem that the simple truth of the matter is that the experts are yet ignorant of some of the mysterious conditions and powers of dynamite, and of its chief component, nitro-glycerine. It is supposed that one of the unfortunate divers must have dropped something on some crystals of nitro-glycerine in his path—but then why had not all the nitro-glycerine exploded under the first great concussion, the 3d of November; and why had not that which remained exploded twenty times since then, under immensely greater provocation from shock or blow than any that could have been given by the diver this last fatal night?

When such parts of the bodies of

the unfortunate men as could be found were taken, the next day, to the cemetery for burial, the immense company that followed, returning to the city in an excited mass, went to the mayor's office and obliged him to accompany them to the governor's house. The crowd became so menacing at length that the mounted Civil Guards had to charge upon them with drawn sabres and fired into the air. Apart, however, from tearing down the sign over the office door of the company owning the steamer, no harm was done.

Of course, Civil Guards, soldiers of the line, gunboats and marines and military engineers by the hundreds are hurried to the scene. Cabinet meetings are held by Government ministers in Madrid, and the country waits breathless to see what will happen next.

This morning's papers announce that it has been decided by the Madrid government that what remains of the wreck must, with all due precautions, be blown up without delay, and every vestige of the dangerous elements be extinguished. All the houses within 550 yards of the wreck are to be vacated by their occupants from six hours before to six hours after the explosion, the exact time for which will be announced twenty-four hours in advance. That district will be surrounded by a cordon of soldiers to prevent anyone from entering it during the specified twelve hours, and army tents will be provided for the inhabitants thus driven for the day from their homes, and the military will see to it that no pillage occurs in the vacated houses.

It is a little singular that no announcement is made by the experts as to the likelihood of buildings suffering damage from the explosion. Probably, having no exact knowledge of the amount of nitro-glycerine that has filtered through the cargo and the mass of wreckage, they simply do not have the data on which to base an opinion as to the force of the explosion that they may be provoked by the two or three cartridges of some ten pounds of dynamite each, which they propose to use.

Our mission house is well within the danger limits, as drawn by the Government, but we may hope that as no material harm was done to us by the last explosion, we will now escape. At all events, it seems to be the wisest course to have done with the matter as soon as possible, as this agony so long drawn out is becoming almost unbearable to the inhabitants of that unfortunate city.

WM. H. GULICK.
San Sebastian, Spain, Mar. 28, 1894.



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H. O. HAVEMEYER.

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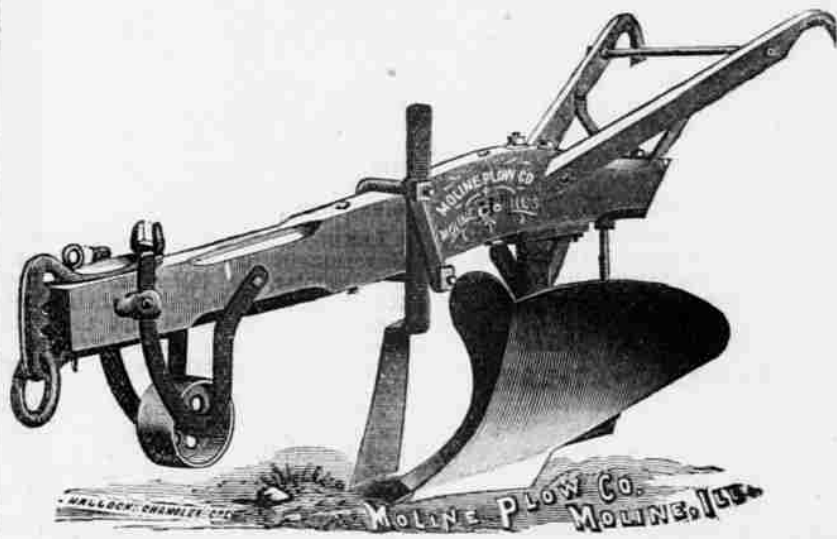
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